# Transport and Communications

| Selected indicators | | Absolute data, January-March | | Growth in % | |
|---|---|---|---|---|---|
| | | 2003 | 2004 | Jan-Mar 2004 Jan-Mar 2003 | Jan-Dec 2003/ Jan-Dec 2002 |
| Passenger transport | Railways,[1] in million pass. km | 199 | 188 | -5.7 | 4.5 |
| | Roads,[1,2] in million passenger km | 277 | 229 | -17.0 | -7.1 |
| | Urban, in thousand passengers | 29,397 | 29,225 | -0.6 | -5.4 |
| | Air, in million passengers km | 140 | 161 | 15.1 | 5.5 |
| | Airport, in thousand passengers | 160 | 168 | 5.1 | 6.4 |
| Freight transport | Railways, in million tonne km | 757 | 807 | 6.6 | 6.4 |
| | Road,[1] in million tonne km | 889 | 1,275 | 43.5 | 2.1 |
| | Maritime, in million tonne miles | 7,303 | 8,258 | 13.1 | -0.8 |
| | Harbour[1], in thousand tonnes | 2,883 | 3,283 | 13.9 | 17.4 |
| Loading, unloading in all transp.[1], in thousand tonnes | | 5,648 | 5,334 | -5.6 | 12.5 |

*Source of data*: the SORS.
*Notes*: [1]estimate by SORS, [2]excluding private transport of passengers by taxi, bus and personal vehicle.

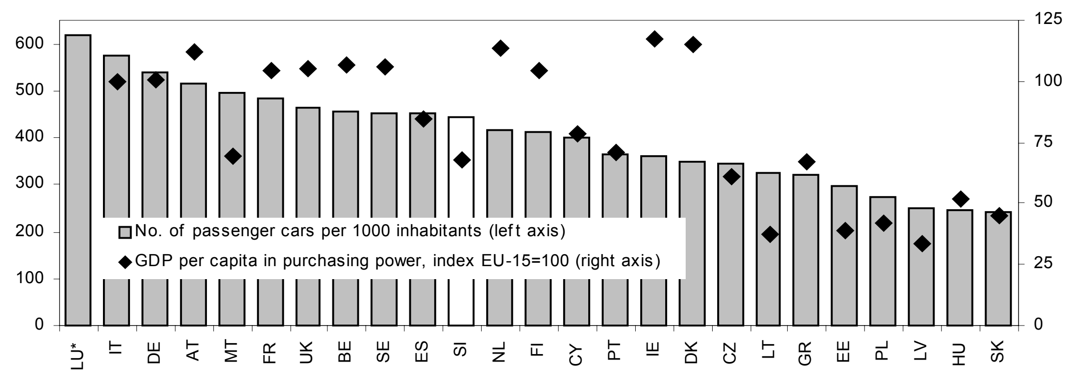
In the **first quarter** both road and railway passenger transport fell, while freight transport increased in most activities. According to the SORS, the biggest rise was seen in road freight transport.

As far as **passenger transport** is concerned, road transport slumped, while air traffic surged in the first quarter over the same period last year. Public road transport, involving inter-city and suburban coach transport, has been declining for several years now. This year's 17.0% fall, which was accompanied by a 5.7% fall in railway passenger transport, shows that public transport is losing its appeal vis-a-vis individual transport by cars. This year concession agreements were planned to be granted to the best bidders for providing public coach transport services in long-distance lines on the basis of a public tender, however, the amendments to the Road Transport Act propose that concessions should be granted to the existing providers for a few years of a transitional period in order to protect these companies. The fall in urban passenger transport weakened substantially as the number of passengers edged down by just 0.6% (down 5.4% in the same period last year). Modernisation of the fleet of busses should contribute to the better quality of transport services and reverse these negative trends (the Ljubljana Passenger Transport company alone should buy 49 new busses this year). Air and airport traffic continued to rise in 2004 after rebounding in 2003 from a short period of stagnation. Air transport surged by 15.1%, while the number of arriving and departing passengers in airports climbed by 5.1%. Growth in the number of passengers in airport traffic should strengthen further because a foreign low-fare airline has begun to fly to Ljubljana Airport.

As far as **freight transport** is concerned, road transport soared by 43.5% year on year in the first quarter. This is the SORS' preliminary estimate, while the final figures for 2003 show continuous growth from quarter to quarter. This substantial increase in the first quarter was probably due to the fact that road freight transport was at its lowest in the first quarter of 2003 in the past three years (2001-2003). Railway freight transport continued to grow strongly (6.6%). Growth was even higher in maritime and harbour transport. Slovenian ships increased the volume of transported goods by 13.1%, while the volume of harbour transport (mainly that of the Port of Koper) rose by 13.9%. The volume of transhipment fell by 5.6%, affecting all types of transport.

The graph shows the levels of motorisation and development in EU members. According to the **level of motorisation** (the number of passenger cars per 1000 inhabitants), Slovenia was in 11th place among the EU-15 in 2001 and in 18th place according to the level of development (GDP per capita in terms of purchasing power standards). While there is a positive correlation between the levels of motorisation and development for those EU-15 members that are below the average (the index < 100), the opposite applies to those members above the average level of development.

Graph: **Level of motorisation and development in EU members in 2001**




Source of data: EUROSTAT, New Cronos; EC, Energy & Transport in Figures 2003. Note: * Luxembourg records an index of development of 194.